

# The China Mail.

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HONGKONG, FRIDAY, JUNE 10, 1881.

日四十月五年己辛

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Old Broad Street, E.C. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTT, Ludgate Circus, E.C. BATES HENRY & Co., 4, Old Jewry, E.C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—LEON DE ROSSY, 19, Rue Montmartre, Paris.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTT, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLER & Co., Singapore. C. HEINZELN & Co., Manila.

CHINA.—Macao, Messrs A. de Mello & Co. Swatow, CAMPBELL & Co. Amoy, WILSON, NICHOLLS & Co. Fuzhou, HERD & Co. Shanghai, LANE, CRAWFORD & Co. and KELLY & WALSH. Yokohama, LANE, CRAWFORD & Co.

## Banks.

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.  
RESERVE FUND, 1,800,000 Dollars.

#### COURT OF DIRECTORS.

Chairman.—A. MOLLER, Esq.  
Deputy Chairmen.—H. L. DALLMEYER, Esq.  
E. R. BELLING, Esq. F. D. JOHNSON, Esq.  
H. DE C. FORBES, Esq. W. REINERS, Esq.  
F. D. SASSOON, Esq. W. S. YOUNG, Esq.

#### MANAGER.

Shanghai, Messrs E. CAMERON, Esq.  
LONDON BANKERS.—London and County Bank.

## HONGKONG.

INTEREST ALLOWED.  
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.  
For Fixed Deposits:  
For 3 months, 3 per cent. per annum.  
" 6 " 4 " " "  
" 12 " 5 " " "

## LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, every description of Banking and Exchange business transacted.  
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.  
T. JACKSON,  
Chief Manager.

Offices of the Corporation,  
No. 1, Queen's Road-East.  
Hongkong, April 10, 1881.

## COMPTON DESCOMPTES DE PARIS.

(Incorporated 7th & 18th March, 1848.)  
RECOGNISED BY THE INTERNATIONAL CONVENTION OF 30th APRIL, 1862.

CAPITAL FULLY PAID-UP, £3,200,000.  
RESERVE FUND, £800,000.

HEAD OFFICE—14, RUE BERGASSE, PARIS.

## AGENCIES and BRANCHES at:

LONDON, BOULON, SAN FRANCISCO, MARSEILLES, BOMBAY, HONGKONG, LYONS, CALCUTTA, HANKOW, NANTES, SHANGHAI, POKHONG, MELBOURNE, and SYDNEY.

## LONDON BANKERS:

THE BANK OF ENGLAND.  
THE UNION BANK OF LONDON.  
Messrs C. J. HAMBRO & SON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

E. SCHWEBLIN,  
Agent, Hongkong.  
Hongkong, April 12, 1881.

## ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)  
PAID-UP CAPITAL, £1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.  
At 3 months' notice 3% per annum.  
" 6 " " 4 " " "  
" 12 " " 5 " " "

Current Accounts kept on Terms which may be learnt on application.  
GEO. O. SCOTT,  
Acting Manager.

Oriental Bank Corporation,  
Hongkong, September 4, 1879.

## NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.  
Prepared to accept FIRST-CLASS RISKS at rates per annum, and other Insurances at Proportional Rates.

Shareholders are reminded that the Directors have the power of distributing a certain proportion of the accumulated profits annually among such Shareholders as have contributed business to the Company.

AGENTS at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and Manila.

A. G. STOKES,  
Acting Secretary.  
Hongkong, May 19, 1881.

## Notices of Firms.

NOTICE.  
MR. HERMANN OTTE has been authorized to Sign our Firm per Procuration.  
PUSTAU & Co.  
Hongkong, Canton, May 18, 1881. jcl8

NOTICE.  
MR. FRANCIS CASS is hereby authorized to Sign our Firm by Procuration on and after this Date.  
ELLES & Co.  
Amoy, 1st June, 1881. jyl7

## For Sale.

FOR SALE.  
DWELLING HOUSES, in WYNDHAM STREET, Nos. 35, 37, 39, 41, 43, 45 & 47, on Sections B & C of INLAND LOT No. 51, belonging to the Portuguese Mission in China.  
For Particulars, apply to  
J. J. DOS REMEDIOS & Co.,  
Agents.  
Hongkong, June 2, 1881.

FOR SALE.  
JULES MUMI & Co.'s  
CHAMPAGNE.  
Quarts, \$16 per doz. Cass.  
Pints, \$17 per doz. "  
GIBB, LIVINGSTON & Co.  
Hongkong, February 2, 1880.

WASHING BOOKS.  
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office. Price, \$1 each.  
CHINA MAIL OFFICE.

NOW READY.  
PRICE, \$1.00.  
"COMPARATIVE CHINESE FAMILY LAW,"  
By E. H. PARKER.  
Can be obtained from KELLY & WALSH at Shanghai and Hongkong, at LANE, CRAWFORD & Co., Hongkong, and at the China Mail Office.  
Hongkong, December 6, 1879.

FOR SALE or TO BE LET.  
THE desirable BUNGALOW, known as "CROCKET," at VICTORIA GAR, on Farm Lot 67.  
For Particulars, apply to  
RUSSELL & Co.  
Hongkong, May 20, 1881.

TO LET.  
IMMEDIATE POSSESSION—"BLUE HOUSES."  
ONE SWISS FLOOR.  
ONE THIRD FLOOR.  
THREE BASEMENTS.  
Also, STORAGE (back Godowns).  
Apply to  
FUNG-MING-SHAN,  
Mercantile Bank,  
or  
J. M. GUEDES, Jr.  
Hongkong, June 6, 1881.

TO LET.  
NO. 2, OLD BAILEY STREET.  
And, No. 6, PEDDAR'S HILL.  
Apply to  
DAVID SASSOON, SONS & Co.  
Hongkong, May 30, 1881.

TO LET.  
THE DWELLING HOUSE—No. 31, WELLINGTON STREET.  
ROOMS in CLUB CHAMBERS, suitable for Offices or Chambers.  
Apply to  
DOUGLAS LAPRAIK & Co.  
Hongkong, March 26, 1881.

GODOWNS TO LET.  
FRAYA EAGLE and WANCHAI ROAD.  
For Particulars, apply to  
RUSSELL & Co.  
Hongkong, January 21, 1881.

Intimations.  
NOTICE TO MARINERS.  
DOVE ROCK WHISTLING BUOY.  
NOTICE is hereby given, that the Dove Rock Whistling Buoy was, on the 7th June, temporarily REMOVED for REPAIRS—being replaced by a Red Buoy surrounded by a Black Spherical Cage—and will probably be in position again by the 17th instant.  
A. HUBER,  
Commissioner of Customs.  
Custom House, Swatow, 7th June, 1881. jcl5

WANTED.  
A PORTUGUESE BOOKKEEPER for one of the Coast Ports.  
Answers, stating qualifications, giving references and Salary expected, to be addressed at once to "A. B. C." care of this Office.  
Hongkong, May 7, 1881.

THE "FAR EAST."  
The results of 1878 WANTED.  
Apply to this Office.  
Hongkong, October 4, 1880.

## For Sale.

### LANE, CRAWFORD & Co.

HAVE FOR SALE EX-RECENTLY ARRIVED STEAMERS. SUMMER REQUISITES AND LUXURIES.  
NEURO-TONE—A Nerve Tonic and Delicious Beverage, Non-alcoholic and Restorative.  
RHAPSODIA—A Sparkling and Pleasant Drink.  
FOSTER'S CHAMPAGNE CIDER.  
SPARKLING SAUTUM—equal to the Best Brands of Champagne at half the price.  
SPARKLING SUMMER ALE—Light and Refreshing.  
CLARET of Various Crues, from \$2 per dozen.  
GINGER WINE. LEICESTERSHIRE COWSLIP WINE.  
TUDOR'S FABRIKKE EXPORT OL.  
CHABLIS. SASSOON'S SHERRIES.  
QUININE SHERRY.  
OUR OWN "R" PORT.

FOSTER'S BASS and BURKE'S GUINNESS.  
ENO'S FRUIT SALT. LAMPOUGH'S PYRETHIC SALINE. QUININE.  
PENANG CIGARETTES and CIGARS, for a good short Smoke.  
CORP'S TOBACCOES.  
B B (in diamond) MEERSCHAUM and BRIAR PIPES.  
A Good Selection of SUMMER HOSIERY.  
SILK and GAUZE MERINO UNDERSHIRTS and DRAWERS.  
BATHING DRAWERS. SWIMMING BELTS.  
New SCARFS and TIES for the Season. SHIRTS, COLLARS, HANDKERCHIEFS.  
"AUTOMATON" UMBRELLAS. NEW WALKING STICKS.  
SUN UMBRELLAS. WHITE Lisle GLOVES.  
CALCUTTA PITH and STRAW HATS.  
CHRISTY'S & ELLWOOD'S FELT HATS, in all the New Shapes.  
FANCY STATIONERY of all kinds.  
PRESENTATION BOOKS, NOVELS, &c.  
SILVER STAND and HANGING LAMPS.  
AMERICAN READING LAMPS.  
TRAVELLING BAGS and VALISES, &c., &c., &c.  
Hongkong, June 1, 1881. jyl

### KELLY & WALSH

HAVE JUST RECEIVED  
SULLIVAN'S "SPIRITS OF PENZANCE."  
Boulger's "China," Vol. I.  
"Board of Trade Instructions for Surveyors of Ships."  
Frodo's "English in Ireland."  
Burgess's "English's Guide."  
Sutton's "New Guide to Japan."  
Chamberlain's "Classical Poetry of the Japanese."  
Prescott's "Electricity and Electric Light."  
Wheeler's "Practical Photography."  
"Anatonic Atlas."  
Audley & Bone's "Keramic Art of Japan."  
Cassell's "History of Europe," Vol. I.  
Theatrical "Naval Architecture."  
King's "War-ships of England."  
Rice & Beant's "Seamy Side."  
Bacon's "Emulation."  
Cook's "Billiards," new edition.  
Mark Twain's "Tramp Abroad."  
Hongkong, May 31, 1881. jcl6

### POSTAGE STAMP ALBUMS.

JACQUES' LAWN TENNIS, CROQUET, CHESS, DRAUGHTS, and numerous other GAMES.  
MATHEMATICAL INSTRUMENTS, DRAWING BLOCKS and ARTIST'S MATERIALS.  
MAY'S SKETCHES, and other Fine ART GOODS.  
New Designs in PLAYING CARDS, "Japanese Lacquer."  
PHOTOGRAPH ALBUMS for Cabinets only.  
READING GLASSES.  
NEW MENU and NAME CARDS.  
NEW SCRAP BOOKS.  
NEW GOODS IN PLUSH—"LADIES' BAGS, WAIST BELTS, PHOTO ALBUMS, BROODING CAGES, JEWEL CASES, PERFUME CASES, &c., &c., &c."  
The NEW WHITEHALL STATIONERY.  
Royal Ulster Linen NOTE PAPER and ENVELOPES.  
Hongkong, May 31, 1881. jcl6

## Intimations.

### NOTICE.

TENDERS will be RECEIVED in the SPANISH CONSULATE up to the 11th Inst. at Noon, for the CONSTRUCTION of a STEAM ENGINE compound system, with BOILER, of about 70 Horses Effective Power, with a Surface Condenser.  
For further Information about the space assigned to the said Engine and other Particulars, apply to the Undersigned.  
Builders intending to Tender are requested to present plans, which in case of being not admitted will be returned to the owner.  
A. MENCARINI,  
Consul for Spain.  
Hongkong, 4th of June, 1881. jcll

### DENTAL NOTICE.

D. R. ROGERS will be absent at SHANGHAI until July 1st, when he will return to Hongkong and resume permanent residence.  
Hongkong, May 9, 1881.

### THE SAFEST AND ONLY RELIABLE PREPARATION OF PHOSPHORUS.

D. R. BRIGHT'S PHOSPHODYNE.—Best known remedy for Nervousness, Indigestion, Liver Complaints, and all Functional Derangements; extensively used in the Army and Navy, and highly recommended by the Medical Faculty.

D. R. BRIGHT'S PHOSPHODYNE.—Only reliable Remedy for Weak and Shattered Constitutions, Nervous Debility, Depression, Lassitude, Pimples, Impure Blood, premature Decline; thoroughly established and proved in every case possible risk is entirely prevented. Avoid Phosphorus Pills, Lozenges, etc., as they frequently contain Solid Particles of Phosphorus, which accumulate in the system, producing Necrosis and other serious evils.

D. R. BRIGHT'S PHOSPHODYNE.—Best of all without exception. Being prepared from the best Formulas they are absolutely reliable and in some cases positively dangerous.

D. R. BRIGHT'S PHOSPHODYNE.—Sold by all Chemists throughout the globe.  
Refuse useless substitutes.  
Agents:—WATSON & Co., Hongkong Dispensary.  
WATSON, CHEONG & Co., Shanghai Dispensary.  
21my81 6m 21no81

D. R. BRIGHT'S PHOSPHODYNE.—The Company grants POLICIES on MARINE RISK to all parts of the World, payable at any of its AGENCIES. Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

HEAD OFFICE—HONGKONG.  
CAPITAL, FULLY SUBSCRIBED, \$1,000,000.

Board of Directors.  
KOH MOON WAH, Esq., Chairman.  
BAN HUP, Esq. LAONG ON, Esq.  
K. YIN KAI, Esq. CHONG PENG, Esq.  
KWOK YIN KAI, Esq., Manager.  
WOO LIN YUEN, Esq., Asst. & Secretary.

THE COMPANY GRANTS POLICIES on MARINE RISK to all parts of the World, payable at any of its AGENCIES. Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN,  
Secretary.

HEAD OFFICE,  
No. 2, Queen's Road West,  
Hongkong, March 14, 1881. nol4

THAMES and MERSEY MARINE INSURANCE COMPANY, LIMITED.  
HEAD OFFICE—1, ROYAL EXCHANGE BUILDINGS, LONDON.

THE Undersigned having been appointed AGENTS in HONGKONG and CANTON for the above Company are prepared to accept MARINE RISKS at Current Rates, allowing special Discounts.

ADAMSON, BELL & Co.,  
Agents.  
Hongkong, May 3, 1881. juy8

## Insurances.

### THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed AGENTS for the above Corporation are prepared to grant Insurances as follows:—  
Marine Department.  
Policies at current rates, payable without here, in London or at the principal Ports of India, China and Australia.  
Fire Department.  
Policies issued for long or short periods at current rates.  
Life Department.  
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.  
Hongkong, July 25, 1872.

MANCHESTER FIRE INSURANCE COMPANY OF MANCHESTER AND LONDON.  
ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up £200,000.  
Reserve Fund upwards of £120,000.  
Annual Income £250,000.

THE Undersigned have been appointed AGENTS for the above Company at Hongkong, Canton, Peking, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.  
Hongkong, October 15, 1868.

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.  
CAPITAL, FULLY SUBSCRIBED, \$1,000,000.

Board of Directors.  
KOH MOON WAH, Esq., Chairman.  
BAN HUP, Esq. LAONG ON, Esq.  
K. YIN KAI, Esq. CHONG PENG, Esq.  
KWOK YIN KAI, Esq., Manager.  
WOO LIN YUEN, Esq., Asst. & Secretary.

THE COMPANY GRANTS POLICIES on MARINE RISK to all parts of the World, payable at any of its AGENCIES. Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN,  
Secretary.

HEAD OFFICE,  
No. 2, Queen's Road West,  
Hongkong, March 14, 1881. nol4

THAMES and MERSEY MARINE INSURANCE COMPANY, LIMITED.  
HEAD OFFICE—1, ROYAL EXCHANGE BUILDINGS, LONDON.

THE Undersigned having been appointed AGENTS in HONGKONG and CANTON for the above Company are prepared to accept MARINE RISKS at Current Rates, allowing special Discounts.

ADAMSON, BELL & Co.,  
Agents.  
Hongkong, May 3, 1881. juy8

## Insurances.

### LE CERCLE—TRANSPORTS.

SOCIÉTÉ ANONYME D'ASSURANCES MARITIMES, MARSEILLE.  
CAPITAL SUBSCRIBED, 15,000,000 Francs.  
CAPITAL PAID-UP, 3,750,000.

THE Undersigned having been appointed AGENTS of the above Company, are prepared to grant POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co.  
Hongkong, Sept. 25, 1880. 27no81

### HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE.  
THE Undersigned are prepared to accept Risks upon First Class Buildings and/or their Contents at 1% net per annum, and other Insurances at Proportional Rates. Shareholders are reminded that under Section No. 11 of the Articles of the Association the General Managers, with the sanction of the Consulting Committee, are empowered to declare an Annual Bonus amongst such Shareholders as shall have either directly, or through their agency or intervention, contributed business.

JARDINE, MATHESON & Co.,  
General Managers,  
Hongkong Fire Insurance Co., Ltd.  
Hongkong, May 10, 1881.

### YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up)—£420,000.00.  
PERMANENT RESERVE—£230,000.00.  
SPECIAL RESERVE FUND—£288,936.17.  
TOTAL CAPITAL AND ACCUMULATIONS, 2nd April, 1881—£938,936.17.

Directors.  
F. B. FORBES, Esq., Chairman.  
W. M. BOYD, Esq. W. MEYERINK, Esq.  
J. H. PINCKHOVEN, Esq. F. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI.  
Messrs RUSSELL & Co., Secretaries.

LONDON BRANCH: Messrs BARRING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent, 88 and 89, Cornhill.

POLICIES granted on Marine Risks to all parts of the World.  
Subject to a Charge of 12% for Interest on Shareholders' Capital, all the Profits of the Association Business are annually distributed among all Contributors of Business in proportion to the Premium paid by them.

RUSSELL & Co.,  
Agents.  
Hongkong, May 20, 1881. 10c81

### NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.  
ESTABLISHED 1880.

CAPITAL, £2,000,000.

THE Undersigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at Current Rates. RISKS on First-Class Godowns Reduced to 1% nett premium per annum from this date.

GILMAN & Co.,  
Agents.  
Hongkong, May 10, 1881.

### NOTICE.

QUEEN FIRE INSURANCE COMPANY.  
THE Undersigned AGENTS for the above Company are prepared to accept Risks on First-Class Godowns at 1% per cent. nett premium per annum.

NORTON & Co.,  
Agents.  
Hongkong, May 19, 1881.

### CHINESE INSURANCE COMPANY (LIMITED).

NOTICE.  
POLICIES GRANTED at current rates on MARINE RISKS to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

J. BRADLEE SMITH,  
Secretary.  
Hongkong, April 6, 1881. Gap82

### LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE).  
CAPITAL, TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

ARNHOLD, KARBERG & Co.,  
Agents, Hongkong & Canton.  
Hongkong, January 4, 1867.

## Insurances.

### PRUSSIAN NATIONAL INSURANCE COMPANY, OF STETTIN.

THE Undersigned having been appointed AGENTS for the above Company, are prepared to Grant Insurances against FIRE at Current Rates.

MEYER & Co.,  
Agents.  
Hongkong, May 10, 1881. 10my82

## Shipping.

### Steamers.

FOR LONDON VIA SUEZ CANAL (Taking Cargo at through rates to NEW YORK, HAMBURG and BREMEN.)  
The Steamship "Glenfalloch," Captain E. F. PARK, will be despatched for the above Port on or about the 18th instant.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.  
Hongkong, June 10, 1881.

### AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.  
(Taking Cargo at through rates to CALCUTTA, JEDDAH, ODESSA, and the MEDITERRANEAN PORTS.)  
The Co.'s Steamship "Polina," will be despatched as above on or about the 23rd proximo.

For Freight or Passage, apply to  
MELOCHERS & Co.,  
Agents.  
Hongkong, May 24, 1881.

### Sailing Vessels.

FOR LONDON AND HAMBURG.  
The 3/3 L.L.I. German Bark "Carl Ritten," Captain J. RITTEN, will load here for the above Ports, and will have quick despatch.

For Freight, apply to  
VOGEL & Co.  
Hongkong, June 6, 1881.

FOR NEW YORK.  
The A 1 American Bark "Sarah S. Ridgway," Captain RITTEN, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
RUSSELL & Co.  
Hongkong, June 2, 1881.

FOR NEW YORK.  
The 3/3 L.L.I. German Bark "Pymont," Captain M. SCHROEDER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
ARNHOLD, KARBERG & Co.  
Hongkong, May 20, 1881.

FOR LONDON AND HAMBURG.  
The 3/3 L.L.I. German Bark "Deniken," Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to  
VOGEL & Co.  
Hongkong, May 16, 1881.

FOR NEW YORK.  
The 5/6 L.L.I. German Bark "Anton Günther," Captain KUN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
VOGEL & Co.  
Hongkong, May 16, 1881.

FOR NEW YORK.  
The A 1 American Bark "Jonathan Chase," Captain CHASE, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
VOGEL & Co.  
Hongkong, April 19, 1881.

FOR NEW YORK.  
The 3/3 L.L.I. American Bark "Henry A. Littlefield," Captain LITTLEFIELD, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
VOGEL & Co.  
Hongkong, May 9, 1881.

FOR LONDON.  
The A 1 British Bark "Coro," Captain LAVIN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
VOGEL & Co.  
Hongkong, April 19, 1881.

FOR LONDON.  
The 3/3 L.L.I. German Bark "Hermann," Captain OESTERHAGEN, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to  
VOGEL & Co.  
Hongkong, March 21, 1881.

## NOW READY



## For Sale.

## MacEwen, FRIKEL &amp; Co.

Have received for sale,  
Especially selected Mail and  
other Steamships.

AMERICAN AND ENGLISH  
GROCERIES.

FRESH SUPPLIES DELIVERED BY EVERY  
MAIL.

Eastern and Californian CHEESE.  
Boneloss CODFISH.  
Prime HAMS and BACON.  
Russian CAVIARE.  
Eagle Brand Condensed MILK.  
PEACH, and APPLE BUTTER.  
Pickled OX-TONGUES.  
Family BIG-PORK in kegs and pieces.  
Paragon MACKEREL in 5 lb cans.  
Best Ideal SALMON in 5 lb cans.  
Cutting's Dessert FRUITS in 2 1/2 lb cans.  
Assorted Canned VEGETABLES.  
Potted SAUSAGE and Sausage  
MEAT.  
Stuffed PEPPERS.  
Assorted PICKLES.  
MINCEMEAT.  
COMB HONEY in Original Frames.  
Richardson & Robbin's Celebrated Potted  
MEATS.  
Richardson & Robbin's Curried OYSTERS.  
Lunch TONGUE.  
Assorted American SYRUPS, for Sun-  
day Drink.  
McCart's Sugar LEMONADE.  
Clam CHOWDER.  
Codfish BALLS.  
Green TURTLE in 2 1/2 lb cans.

CALIFORNIA  
CRACKER

COMPANY'S BISCUITS in 5 lb  
tins, and loose.  
Alphabetic BISC-  
CUITS.  
Fancy Sweet Mixed  
BISCUITS.  
Ginger CAKES.  
Soda BISCUITS.  
Oyster BISCUITS.

Cracked WHEAT.  
OATMEAL.  
HOMINY.  
CORNMEAL.  
BUCKWHEAT FLOUR.  
RYE MEAL.

NEW BOOKS—  
3,000 Numbers "FRANKLIN SQUARE" and  
"SEASIDE" LIBRARIES, including  
McCart's "HISTORY OF OUR OWN  
TIMES," "EXHIBITION," and  
other recent Publications,  
from 15 cents to 25  
cents each.

WILLIAMS'S "MIDDLE KINGDOM."  
GRIPPER'S "MILKADO'S EMPIRE."  
"PARTISAN LIFE WITH MOSBY."  
"WEARING THE GREY."  
BANCROFT'S HISTORY OF THE UNITED  
STATES.  
MOTLEY'S DUTCH REPUBLIC.  
JOHN OF BARKWEIT.  
UNITED NETHERLANDS.  
"THE HARP OF A THOUSAND  
STRINGS."

HARPER'S HALF HOUR SERIES.  
FRENCH NOVELS.  
Medical WORKS.  
School BOOKS.

Presentation BOOKS.  
WORKS OF REFERENCE.  
ALBUMS of Music, with Words.  
ALBUMS of Pianoforte Pieces.  
Sheet MUSIC.  
Photo ALBUMS, Etc., Etc.

STATIONERY—  
For Ladies, and Office use.  
OFFICE REQUISITES of every description.

## CIGARS.

WINE, SPIRITS, BEER AND  
ABERATED WATERS.

CROSBY & BLACKWELL'S  
and  
FAMOUS HOUSEHOLD STORES.

TESSONZAY'S DESSERT FRUITS.  
SAVOURY PATE.  
GAME PATE.  
PORK PATE.  
OX PALATES.  
HUNG (Hambro) BEEF.  
TRIPE.

FRUITS for Dessert.  
SHIRAZ.  
COGNAC.  
V.O. COGNAC.  
ERB'S COGNAC.  
ROBINSON'S GIN.  
GELATINE.

Russia OX-TONGUES.  
French PLUMS.  
PATE DE FOIE GRAS.  
SARDINES.  
Ham TONGUE and  
Chicken SAUSAGE.

ASPARAGUS.  
MACARONI.  
VERMICELLI.  
SAUSAGES.  
MEATS.

SOUPS, &c., &c.  
SHIPCHANDLERY of every Description.  
RIGGING and SAIL-MAKING promptly  
executed.

Hongkong, May 20, 1881.

## Mails.

MITSUI BISHI MAIL STEAMSHIP  
COMPANY.

STEAM TO YOKOHAMA VIA KOBE.

THE S. S. TAKASAGO MARU, Capt.  
Young, due here on or about the  
4th June, will be despatched as above  
on SATURDAY, the 11th June, at  
Daylight.  
Cargo received on board and Parcels at  
the Office up to 6 p.m. of day of sailing.  
No Bill of Lading signed under \$2  
Freight.  
All Claims must be settled on board  
before delivery is taken, otherwise they  
will not be recognized.

## RATES OF PASSAGE.

Yokohama & Nagasaki, 75 20  
Shanghai via Yokohama, 120 40  
Kobe, 95 30

ADDITIONAL IS MADE ON RETURN CABIN  
PASSENGERS.

CARGO and PASSENGERS for Nagasaki  
will be transhipped to the Shanghai Mail  
Steamer at Kobe.

Further Particulars, apply at the  
Company's Office, Praya Central, West  
Corner Pottinger Street.

H. J. H. TRIPP,  
Agent.

Hongkong, May 30, 1881.

Occidental & Oriental Steam-  
ship Company.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

THE S. S. OCEANIC will be despatched  
on TUESDAY, 14th June, 1881, at 3 p.m.  
Connection being made at Yokohama,  
with Steamers from Shanghai and Japan  
ports.

Freight will be received on board until  
4 p.m. of the 13th June.

All Parcel Packages should be marked to  
address in full, and same will be received  
at the Company's Office, until 5 p.m. the  
day previous to sailing.

A Reduction of 25% made on all  
Return Passenger Tickets issued.

General Tickets to accompany Over-  
land, Mexican, Central and South American  
Cargo, should be sent to the Company's  
Office addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight  
or Passage, apply to the Agents of the  
Company, No. 64, Queen's Road Central.

CHAS. H. HASWELL, Jr.,  
Agent.

Hongkong, May 20, 1881.

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, STAMBOUL, BATAVIA,  
SUEZ, ISMAILLIA, PORT  
SAID, NAPLES, AND  
MARSEILLES.

Also,  
PONCHICHERY, MADRAS, CALCUTTA  
AND ALL INDIAN PORTS.

On THURSDAY, the 16th day of June,  
1881, at 4 p.m., the Company's S. S.  
"IRAOUADY," Commandant "Dionis,"  
with MAILS, PASSENGERS, SPECIE,  
and CARGO, will leave this Port for the  
above places.

Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted until  
noon.

Cargo will be received on board until 4  
p.m. Specie and Parcels until 3 p.m. on  
the 16th of June 1881. (Parcels are not  
to be sent on board; they must be left at  
the Agency's Office.)

Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, June 3, 1881.

## Intimations.

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE  
IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely  
printed matter.

THIS Mail Summary is compiled from the  
Daily China Mail, is published  
twice a month on the morning of the  
English Mail's departure, and is a re-  
cord of each fortnight's current history  
of events in China and Japan, con-  
tributed in original reports and collated  
from the journals published at the various  
ports in those countries.

It contains Shipping news from Shanghai,  
Hongkong, Canton, &c., and a complete  
Commercial Summary.

Subscription, 50 cents per Copy (postage  
paid 52 cents.) \$12 per annum (postage  
paid \$12.50.)

Orders should be sent to GEO. MURRAY  
BAIN, China Mail Office, 2 Wyndham  
Street, not later than noon of the day the  
English Mail Steamer leaves.

Terms of Advertising, same as in Daily  
China Mail.

Mr. Andrew Wind,  
News Agent, &c.

133, NASSAU STREET, NEW YORK.

is authorized to receive Subscriptions,  
Advertisements, &c., for the China Mail,  
Overland China Mail, and China Review.

To-day's Advertisements.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo  
are requested to send in their Bills of  
Lading to the Underigned for counter-  
signature, and take immediate delivery.  
This Cargo has been landed and stored at  
their risk and expense.

No Fire Insurance has been effected.

By SINDA.

B M 1303, 1305/6, 3 cases Wine, Order,  
from Marseilles.

B M 1007/8 cases Wine, Order, from Mar-  
seilles.

B 1/4 cases Wine, Order, from Mar-  
seilles.

G. DE CHAMPEAUX,  
Agent.

Hongkong, June 10, 1881.

## SAILOR'S HOME.

ANY Cast-off Clothing, Books, or  
Papers will be thankfully received at  
the SAILOR'S HOME, West Point.

Hongkong, June 25, 1878.

## Notices to Consignees.

## NOTICE TO CONSIGNEES.

BRITISH BARQUE "CHUSAN,"  
FROM LONDON.

CONSIGNEES of Cargo by the above-  
named Vessel are hereby requested to  
send in their Bills of Lading to the  
Underigned for counter-signature, and to  
take immediate delivery of their Goods.  
(Cargo impeding the discharge of the  
Vessel will be landed and stored at Con-  
signees' risk and expense.)

MELCHERS & Co.,  
Agents.

Hongkong, June 8, 1881.

## NOTICE TO CONSIGNEES.

S. S. "TAKASAGO MARU," FROM  
KOBE AND YOKOHAMA.

CONSIGNEES of Cargo by the above  
Vessel are hereby requested to send in  
their Bills of Lading for counter-signa-  
ture, and take immediate delivery of their  
Goods from alongside.

Cargo impeding the discharge or remain-  
ing on board after Tuesday, the 7th  
Instant, will be landed and stored at Con-  
signees' expense and risk.

No Fire Insurance will be effected.

H. J. H. TRIPP,  
Agent.

Mitsui Bishi Mail S. S. Co.,  
Agents.

Hongkong, June 4, 1881.

## UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND  
SINGAPORE.

THE Steamship "Euphrates," Captain Mir-  
chell, having arrived from the above  
Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading  
to the Underigned for counter-signature,  
and to take immediate delivery of their  
Goods from alongside.

Cargo impeding the discharge of the  
Steamer will be at once landed and stored  
at Consignees' risk and expense, and no  
Fire Insurance will be effected.

Optional Cargo will be forwarded on to  
destination, unless notice to the contrary be  
given before Noon To-morrow, the 10th  
Inst.

All Claims against the Steamer must be  
presented to the Underigned on or before  
the 18th Instant, or they will not be re-  
cognized.

RUSSELL & Co.,  
Agents.

Hongkong, June 9, 1881.

## NOTICE TO CONSIGNEES.

THE BRITISH BARQUE "JAVI"  
FROM MAURITIUS.

CONSIGNEES of Cargo by the above-  
named Vessel, from Mauritius, are re-  
quested to send in their Bills of Lading  
for counter-signature. They are hereby  
notified that the Cargo having been mixed  
in the transhipment at Mauritius, it  
will be landed at Consignees' risk at the  
House of WILKES & COY., in Wanchi,  
whence delivery can be obtained.

Consignees are also informed that before  
delivery can be obtained, they will be re-  
quired to sign the General Average Bond.

ARNOLD, KARBURG & Co.,  
Agents.

Hongkong, June 6, 1881.

CLARKE & COYER, FROM  
NEW YORK.

CONSIGNEES of Cargo of above-named  
Vessel are requested to send in their  
Bills of Lading to the Underigned for  
counter-signature, and to take immediate  
delivery of their Goods.

Cargo impeding the discharge of the  
Vessel will be landed and stored at Con-  
signees' risk and expense.

DOUGLAS LAPRAIK & Co.,  
Agents.

Hongkong, May 28, 1881.

## Intimations.

NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE  
IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely  
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THIS Mail Summary is compiled from the  
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tributed in original reports and collated  
from the journals published at the various  
ports in those countries.

It contains Shipping news from Shanghai,  
Hongkong, Canton, &c., and a complete  
Commercial Summary.

Subscription, 50 cents per Copy (postage  
paid 52 cents.) \$12 per annum (postage  
paid \$12.50.)

Orders should be sent to GEO. MURRAY  
BAIN, China Mail Office, 2 Wyndham  
Street, not later than noon of the day the  
English Mail Steamer leaves.

Terms of Advertising, same as in Daily  
China Mail.

Mr. Andrew Wind,  
News Agent, &c.

133, NASSAU STREET, NEW YORK.

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Advertisements, &c., for the China Mail,  
Overland China Mail, and China Review.

To-day's Advertisements.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo  
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Lading to the Underigned for counter-  
signature, and take immediate delivery.  
This Cargo has been landed and stored at  
their risk and expense.

No Fire Insurance has been effected.

By SINDA.

B M 1303, 1305/6, 3 cases Wine, Order,  
from Marseilles.

B M 1007/8 cases Wine, Order, from Mar-  
seilles.

B 1/4 cases Wine, Order, from Mar-  
seilles.

G. DE CHAMPEAUX,  
Agent.

Hongkong, June 10, 1881.

## To-day's Advertisements.

DIRECT COMMUNICATION  
BETWEEN  
HONGKONG AND AUSTRALIA.

FOR PORT DARWIN, THURSDAY  
ISLAND, COOKTOWN, TOWNSVILLE,  
BRISBANE, SYDNEY AND  
MELBOURNE.

(Taking through Cargo and Passengers at  
through rates for ADELAIDE and all  
NEW ZEALAND PORTS.)

The Steamship  
"Charlton,"  
Captain ERSKINE, is un-  
avoidably POSTPONED  
until WEDNESDAY, the 16th Instant, at  
4 p.m.

For Freight or Passage, apply to  
GEO. R. STEVENS & Co.  
Hongkong, June 10, 1881.

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship  
"Yagüe,"  
Commandant CHAMPENOIS,  
will be despatched for  
SHANGHAI shortly after her arrival from  
Europe.

G. DE CHAMPEAUX,  
Agent.

Hongkong, June 10, 1881.

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship  
"Tavaria,"  
Commandant REYNIER,  
will be despatched for  
YOKOHAMA shortly after the arrival of  
the next French Mail from Europe.

G. DE CHAMPEAUX,  
Agent.

Hongkong, June 10, 1881.

## NOTICE.

WE have Established ourselves at this  
Port under the Management of Mr  
R. LYALL (Norton & Co.), who is au-  
thorized to Sign our Firm.

GEO. SMITH & Co.,  
Five and Six, Spring Garden  
Street, Fenchurch Lane,  
LONDON—21 GREAT ST. HELENS,  
Queen's Road Central,  
Hongkong, June 1881.

Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be responsible for  
any debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour—

ALEX. NEWTON, British barque, Captain  
A. Newton.

AMETHYST, American barque, Captain J.  
Sloven.

ANNA CAMP, American ship, Captain J.  
A. Gordon.

ATLANTIC, German steamer, Captain  
P. J. Schenck.

BEXALDE, British steamer, Captain J.  
W. Buchanan.

C. D. Bryant, American barque, Capt.  
W. M. P. Bryant.

EDWARD, British barque, Captain A.  
Stewart.

H. H. McGILVER, American ship, Capt.  
W. J. Ford.

HILDA MANTA, Ger. brig, Capt. J. Schan-  
non.

JAVA PACKET, British barque, Capt. A.  
Hanson.

JONATHAN CHASE, Amer. barque, Capt.  
H. R. Costigan.

LACRA, German barque, Captain P. von  
Ehren.

LOCHLY, British 3-masted schooner, Capt.  
D. S. Ewan.

LOUISA, Germ. 3-masted schooner, Capt.  
N. Schierloh.

MINERVA, German brig, Captain P.  
Duhme.

OXFORDSHIRE, British steamer, Captain  
C. P. Jones.

PRYOR, German barque, Captain  
Schneider.

ROSE M., British barque, Captain D.  
Black.

SOLDON, French barque, Captain L.  
Roulier.

ST. VINCENT, British barque, Capt. Robt.  
Thompson.

WELLS, German steamer, Captain J. B.  
Mosemann.

WOODVILLE, British barque, Capt. Lewis  
Rodd.

XERIA, American barque, Captain N. E.  
Reynolds.

Zoroastro & Co.

## SHIPPING.

## ARRIVALS.

June 10, Claverville, British steamer,  
from Canton.

June 10, Nordstern, Danish steamer,  
from Canton.

June 10, Thales, British steamer, 820,  
T. G. Pocock, Foochow June 7, Amoy 8,  
and Swatow 9, General—DOUGLAS LAPRAIK  
& Co.

June 10, Dale, British steamer, 645,  
Thompson, Bangkok June 3, General—  
YEN FAT HONG.

June 10, H. M. S. Lapwing, from a cruise.

## DEPARTURES.

June 10, Friedrich, for Amoy.

10, Avoca, for Singapore, &c.



and that would incur danger of thieves, and of the wind rising, etc., and as our capital is in the boats, etc., would not, under such circumstances, be afraid. Moreover, to speak of ideas and adverse winds, the cargo-boats are heavily laden, and from the steamer to the Custom House the navigation of such boats is very difficult. There would be continual danger of their being swamped; again, there would be hundreds of cargo-boats, each of which would mean many men if there were not enough men to go to the cargo boats might be taken away. We should be reluctant to see the cargo, and the merchants would be a still greater fear, and there would be so much evidence of the law that every vessel would be fined.

We bring this oppressive business clearly stated to the notice of the great officials, petitioning the Hon. Mr. Yan, the Hon. Mr. Inspector-General of Customs to send an official document permitting us to do as we have asked. If the former regulations are established it will be well, and the fines will not be inflicted.

Meanwhile we are compelled to stop our ships and not to trade for a time. All the Swatow merchants say jointly that because of the affair, from the first day of the fifth month of the year, they will cease to charter vessels, and we promptly dispatch this message to the houses of the various ports, asking them from the date of receipt of their letter not to despatch vessels to us; as to the vessels already consigned, there is no help for it; they must come up to the last day of the sixth month.

During the sixth month if you send cargo to Swatow, it will be consigned as formerly, but if we find that after the receipt of this letter you have consigned ships to us, or if any vessel whatsoever comes to us after the last day of the sixth month, we will not receive the cargo.

We also say firmly that on and after the first day of the seventh month, Swatow and Hongkong will not send merchandise to Swatow, and Swatow will not send goods to Hongkong and Shanghai.

We wait until we see what regulations are to be enforced, and the Tung La Yamen and the Inspector of Customs accept our petition, and then we will acquiesce in what cargoes may be consigned as formerly.

Merchants, charterers of vessels, and consignees of cargo, are of one mind; we put forth our strength and we call on you to be united and not to break through this resolution. If at the ports any with covetous hearts ask you to charter vessels or send cargo to Swatow, do so to avoid being break through the regulations of our trade, and we earnestly exhort you to advise each not to do this, even though much money may be gained by doing so. We are making this resolution to help hinder the Commissioner from giving people, and those who help us, our friends.

We need not recapitulate. Under these new regulations all vessels arriving here will be liable to be fined, which is not to be borne. We have therefore agreed for a time not to do business.

Let not blame us. We desire regulations under which we can carry on business without hindrance, and therefore we address you this letter.

## SUPREME COURT.

IN ORIGINAL JURISDICTION.  
(Before the Hon. Francis Sander, Acting Chief Justice.)  
Friday, June 10.

**WUN MU YU v. THOMSON.**—This is a case to recover damages for short delivery of a cargo consigned to the plaintiff by the defendant. The cargo was consigned to the plaintiff by the defendant, and the plaintiff claims that the defendant was negligent in the delivery of the cargo.

The Attorney General, instructed by Messrs Sharp, Toller, and Johnson, appears for the plaintiff; and Mr Hayllar, instructed by Messrs Borenson and Wotton, for the defendant.

The following is the Jury:—Messrs A. P. McGowan, John Thornburn, F. D. Sussan, R. G. Alford, D. R. Crawford, R. Eynall, and Archibald MacClintock.

On the 10th of May, to-day the Attorney General said, he wished to make a few remarks with reference to the new departure in the defence. He said his lordship knew that under the old practice, and he believed under the practice now, a plaintiff could not be non-suited against his will, but there were few precedents bearing on the point. He wished to point out, supposing that there was good ground for non-suit upon what had been stated by his friend, that was ground the whole of which turned upon the construction of the cancellation, if it was good ground for non-suit, it was also good ground for demurrer. They had been allowed to come there by the defendant and put to the expense of trial because the defendant did not take the right course. The right course would be to let the trial proceed, when his Lordship if he so pleased, might direct the jury to find a verdict for the defendant. This verdict to be upon evidence, reserving the point of law, and if upon the point of law, then the defendant was entitled to have a verdict entered in his favour. If the proper course had been followed they should have been allowed to proceed. If his Lordship entered a non-suit the charges would have to be paid by the defendant.

The Judge entirely concurred in what his learned friend had said. That defence had not been raised in the answer. After giving all the consideration to the question he had come to the conclusion that it would be better to let the case go to the jury on the merits.

The Attorney General said it was a very large loss of cargo of that kind, and it was a loss which the surveyors attributed to other than sea damage. Coupled with the fact that they had the fact that the Captain left without a supercargo, and that instead of assuming the responsibility the supercargo would have taken, endeavoured to force that responsibility upon somebody else. He said that that constituted a *prima facie* case.

Mr Hayllar said the defendant in the case had been sued under a bill of lading and a charter party to carry a cargo from Amoy to Tientsin. He was sued for short delivery said to have been caused by negligence. At that moment it was impossible to treat the charter party as an existing document, and a most important thing in that charter party was that clause four set forth that the cargo had to be brought alongside the ship at the charterer's risk and expense. He had to store and discharge the same at his own risk and expense. He said that clause said nothing to do with anything that might occur at either end of the voyage. They found in the bill of lading and these bills of lading contained in the charter party the number of baskets of sugar on board, and they came these words "as per charter weight" that was to say the things were to be carried and delivered as per charter weight, and therefore they had condition four at once introduced—that the cargo was to be stored and discharged at the charterer's risk and expense. But the protection of the document for the ship did not end there. They found at the bottom of the bill of lading (the words being in print) "weight contained unknown" and having regard to the particular character of the cargo they were carrying these further words were added in writing, "Not accountable for breakage, leakage, damage by stowage or number of packages."

He should have thought that with those words and the present state of the law that it was impossible to find any claim whatever against them. A claim had, however, been made, and he would briefly show them first what the law was upon a bill of lading of that kind, and secondly what really happened. The law with reference to the words "weight and contents unknown" was stated by a well known Judge in the Court of Exchequer. The person signing a bill of lading with those qualifications of weight and contents and value unknown merely meant that the weight was represented to him as so much, but that he himself had no knowledge of the matter. He had looked through the law as well as his means in this Colony, and he could not find a single instance in which the very sensible ruling of the Judge already referred to had been departed from. Where persons enter into a contract to load a ship at their own risk and responsibility it is only reasonable that the captain, who is not a merchant, should know the matter, should sign the bill of lading presented to him by the charter party. He was bound to take what was represented to him as being the actual amount of goods on board the ship. It was for the jury to say whether all the goods had gone on board the ship and whether if so they were lost by their negligence while there. The Captain and officers of the ship had nothing whatever to do with the stowage of the goods, and they were of opinion that the evidence did not show that the supercargo was negligent in the stowage of the goods. The man who had taken the chief part in the stowage had been the man who had been called the interpreter. This man received the keys, locked the hatches, every night, and assumed on behalf of the charterers control of the cargo. When the ship sailed this man took the supercargo's quarters and did not give up the keys until he reached Hongkong, except once after the storm. It was true that this man went outside the harbour said there was another man coming, but he never said that the supercargo was coming. The Captain finally proceeded on his voyage, met with a typhoon, got cut up, and after thirteen days knocking about put into Hongkong. He should ask Captain Burnie as a witness to show in what state the ship was when she came in. It was considered necessary to discharge the cargo. The Captain finally proceeded on his voyage, met with a typhoon, got cut up, and after thirteen days knocking about put into Hongkong. He should ask Captain Burnie as a witness to show in what state the ship was when she came in. It was considered necessary to discharge the cargo. The Captain finally proceeded on his voyage, met with a typhoon, got cut up, and after thirteen days knocking about put into Hongkong. He should ask Captain Burnie as a witness to show in what state the ship was when she came in. It was considered necessary to discharge the cargo.

By the Attorney General.—Witness did not speak any Chinese. Chi-Luk could speak enough English to make himself understood. He introduced himself as supercargo saying "My beloved supercargo; good morning, Captain." It was not alone from him that he judged that he was supercargo. He did not know whether a supercargo brought documents on board or not. He did not know personally what became of the keys. He said it was blowing a fair wind, and he would not wait for anybody. The words Chi-Luk used were "Man, man, Captain," and by one of the witnesses he showed him his cabin the first day he came on board. He told him it was the supercargo's room. He consulted him about the cargo and passengers. Witness had said he would start at one o'clock and would wait half an hour beyond that time. If he had waited longer he would have lost the tide. The supercargo had no directions to give. He said his name, respect than would have given to the coolies. Did not think it necessary to do anything to the cargo after the storm. The chief officer knew the ship's log. It was usual to make mention of the supercargo when he comes on board. (An entry was in the log to the effect that they had commenced to load and that the supercargo had loaded 800 baskets. There was no cargo thrown overboard. The landing of the cargo occupied three days. He did not know that the supercargo had telegraphed. He asked the supercargo the date of his departure. He said he had telegraphed for his master at Amoy, but said, "No; master." The ship was so damaged that he could not wait longer before discharging the cargo. She might have sunk; but after the cargo was out she was lighter. He did not open the hatches. The supercargo opened them once with his permission. Always sounded the depth of water in the ship, which was four to five feet on the 28th of September. The supercargo neither gave orders nor touched the cargo. He judged him to be the supercargo by his general supervision of the cargo at Amoy. He had no business with him alone.

By Mr Hayllar.—We were pumping water and molasses out, and therefore considered it to be my duty to get the supercargo to come on board. I have been 21 years on the coast, and have had a good deal of experience of supercargoes. By the Jury.—There was never any sign of the pumps being choked. The tally of the cargo out of the ship into Meyer's godown was made known to the supercargo. By the Judge.—At Amoy I went straight on board from the agents with my bills of lading; I did not examine the cargo, as I would not get it done. After the storm the weather was fair. The reason why I did not open the hatches was that the damage would have been at the bottom of the ship, and I could not have got it up. I remember the owner coming down to the ship. He did not say anything to me about Chi-Luk.

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